City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3020067

Applicant Name: Daniel Goddard

Address of Proposal: 1634 11th Ave

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story, 80 unit apartment building with a 10,300 sq. ft. community center (Hugo House Writer's Center) and 1,500 sq. ft. of retail located at ground level. Parking for 95 vehicles will be located below grade. Review includes demolition of existing structures.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code, with Departures:

Development Standard Departure to allow parking access from a Principal Pedestrian street. (SMC 23.47A.032.A.2)

Development Standard Departure to allow weather protection less than 6' wide and greater than 12' above the sidewalk. (SMC 23.47A.008.C.4)

Development Standard Departure to allow the use of mirrors and/or pedestrian alerts in lieu of 10' sight triangles. (SMC 23.54.030.G.2)

Development Standard Departure to allow a two-way driveway less than 22 feet in width. (SMC 23.54.030.F.2.b)

SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

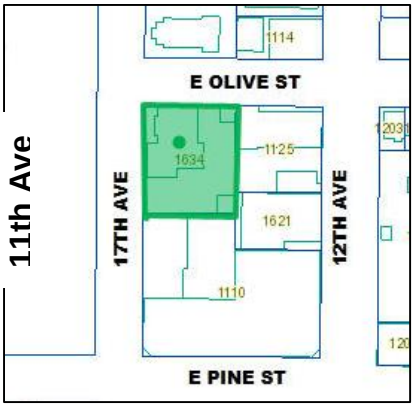
[ ] DNS involving non-exempt grading or demolition, or involving another agency with jurisdiction.

BACKGROUND INFORMATION

Location: The site is located at the southeast corner of the intersection of E Olive Street and 11th Ave.

Zoning: NC3P-65

Nearby Zones: (North) LR3
(South) NC3P-65
(East) NC3P-65
(West) NC3P-65



Parcel Size: 19,204 sq. ft.

Existing Conditions A two-story building is located at the northwest corner of the site. The northern portion of the building was constructed in 1903, and the southern portion was added on in 1958. Two small one story garages are located at the northeast and southeast corners of the site. There is surface parking for 20 vehicles.

The existing building was nominated for landmark status in 2013 and was found to not meet the requirements of the landmark designation criteria.

The majority of the site slopes gently from southwest to northeast, getting steeper towards the northeast corner. Only 2 feet of grade change occurs along 11th Avenue; a grade change of approximately 10 feet occurs from east to west along E. Olive Street.

There is one curb cut on E Olive Street, and one curb cut on 11th Avenue. There is no alley access.

Environmentally Critical Areas: None.

Surrounding Neighborhood Character: The surrounding context includes a variety of uses. To the south of the site are Pine and Pike Streets, which contain a mix of retail, mixed use, and office uses. To the south on 11th Ave are mixed use and retail buildings, including the recently developed Sunset Electric building. Cal Anderson Park is located across 11th Ave to the west. Seattle Central College is located west of the site and the park, on Broadway. To the north and east of the site are several multi and single family residences, as well as several religious buildings.

To the south of the site is a surface parking lot in front of a one-story building, the Richmark Co., which is located on the property line with no windows facing the site. To the east of the site is a newer six-story condominium building, (the Onyx) and a two-story building. The Onyx is located at the property line on the first floor and steps back above this to provide balconies for the units. The two-story building is set back approximately 8 feet from the property line. A one story church is located across E Olive Street to the north.

The site is located within the Pike/Pine Urban Center Village, and within the Pike/Pine Conservation District. The architectural character of the neighborhood is largely defined by the early 20th century warehouse structures from the auto row era.

Several bus stops are located near the site, with route running along E Pine to Downtown and Madison Park. Routes along Broadway provide access to Downtown, Beacon Hill, Columbia

City, and the University District. The future light rail station is located just off Broadway near E Denny Way.

Bike lanes are located along Pine Street, Broadway, and 12th Avenue.

PUBLIC COMMENT:

The public comment period ended on September 16, 2015. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to traffic, density, zoning, potential noise, shadow, and traffic impacts to the adjacent park. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: June 24, 2015

DESIGN PROPOSAL

The Early Design Guidance (EDG) Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx .

The booklet is also available to view in the Seattle DCI file, by contacting the Public Resource Center at Seattle DCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT SUMMARY

The following comments, issues, and concerns were raised during the public comment portion of the EDG Meeting:

- Concerned over loss of view, lack of privacy, and shading impacts to adjacent residential structure.
- Encouraged a wider curb bulb and sidewalk to provide more space to support Hugo House program and volume of people after events, as well as to strengthen the connection to the park.
- Support for overall design concept, including strong urban edge, simple and elegant massing, quality materials and intended level of articulation.
- Appreciated the interpretation of the auto row character.

- Felt the height, bulk, and scale is out of character with the context, and would like to see a more sensitive transition.
- Encouraged the applicant to revise the proposal to a smaller structure, similar to the existing development on site.
- Concerned about the impacts on Cal Anderson park including shading, noise, and traffic/pedestrian conflicts.
- Noted that this is a highly visible site, and should reflect location as a gateway to the park.
- Would like to see larger setback along 11th to provide seating and amenity area.
- Noted that the proposed awning is not consistent with the established architectural character and context.
- In partial support for departure for parking access; however, concerned that the amount of parking may require some mitigation, or reduction in number. Noted that other driveways in the vicinity do not provide access to as many parking spots.
- Concerned over shading impacts to church, especially in regards to the stained-glass windows.
- Supported departure regarding sight triangles; felt that the constrained space may encourage more cautious behavior.

In addition, the following written comments were received regarding the following issues, and concerns, and comments:

- The proposed height of the structure not compatible with the context, and does not provide an adequate transition to the less intense zone to the north.
- All three options include a massing which builds out the corner, which does not contribute to the character of the park.
- Noted that the residential character of 11th along the subject block is not the same as 11th to the south, and that the proposed design does not reflect this established residential character. Instead, the proposal would transform the character of the street.
- Concerned about the shading impacts on the balconies of the residential structure to the east, as well as privacy from units facing the existing structure and loss of view of Cal Anderson Park.
- Encouraged the applicant to set the building back from 11th, the adjacent residential structure, and Olive.
- Concerned that the noise, pedestrian, bike and vehicle traffic will disrupt activities within the park.
- Concerned that the scale and height of the building will "wall off" the park, and make it unwelcoming.
- Concerned about the amount of traffic and congestion generated by the proposal, and the conflicts with pedestrian traffic from the park, especially when crossing 11th Avenue.
- Encouraged the applicant to consider a smaller building, similar to the existing structure, which would be more compatible with the existing church to the north.
- Opposed to the demolition of the Hugo House and the loss of "sense of place".
- Support for the program of the Hugo House to be the focus of the new development.
- Support for the parking entrance on 11th.
- Encouraged the applicant to include additional bicycle parking spaces and electric vehicle charging stations.
- Would like to see the existing gardens retained on site.

- Supported the increased density near the park in regards to security and increased activity.
- Noted that the proposed massing does not respond to topography, and could incorporate "stepping" to accommodate changes in elevation.
- Felt that the massing does not respond to or make strong connection to the park across the street.
- Encouraged the applicant to consider 12th Avenue Arts as a precedent, and to provide affordable housing for the arts community.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE June 24, 2015

1. **Massing and Context Response:** The Board supported the massing and façade treatment of the preferred alternative, noting that it was most responsive to the existing context and anticipated development. (CS2-B, CS2-C, CS2-D, CS2-III, CS3-I)
    a. The Board appreciated the design evolution presented in the three massing alternatives, and applauded the applicant for not maximizing the allowable FAR. The Board agreed that this approach demonstrated a thoughtful site specific response to the context, as it allows for a significant portion of the upper level massing to be shifted away from the eastern property boundary, thus lessening the impacts on the adjacent residential structure. (CS2-B, CS2-C, CS2-III)
    b. The massing begins to establish a strong streetwall along 11th and defines the corner. The Board felt this responded to the established siting patterns in the Pike/Pine area. The Board noted that establishing a street wall presence is especially appropriate considering the likely redevelopment of the southern portion of the block. (CS2-A, CS2-C, CS2-D, CS2-II, CS2-III, CS3-I, CS3-IV)
    c. The minimal modulation, broken up by a rhythm of bays is an appropriate modern interpretation of the Pike/Pine building typology, and will provide visual continuity with the auto row aesthetic. The Board noted that the scale and form of the preferred alternative is an appropriate response for the early design concept of a framed building. (CS2-A, CS3-I, CS3-IV
    d. The preferred alternative is most responsive to the adjacent structure by locating east-facing units farthest away from the existing structure. (CS2-B, CS2-D)
    e. The proposed height and bulk may appear as an anomaly in the current context, but will begin to establish the emerging streetscape as anticipated development in the vicinity continues. (CS2-D, CS2-III, CS3-I, CS3-IV
    f. The Board felt that the design concept image presented in the EDG packet had a predominantly commercial expression, and that the design should evolve to reflect the residential programming.
    g. The shadow study was appreciated by the Board, as it indicated that the shadow effects of the preferred alternative on the park are not likely to extend past the shadows created by the existing trees in the park and adjacent right of way. (CS2-D)

2. **Street-level Design and Pedestrian Environment:**

a. The Board supported the location of a café/retail space at the corner of 11th and Olive Street as an anchor to establish a connection with the pedestrian environment and activate the streetscape along 11th Ave. (CS2-B, DC1-A, PL1-C, PL2-B)
b. The residential lobby and amenity spaces located along Olive respond to the more residential character of this block face. (CS2-A, CS2-B, CS2-D)
c. The Hugo House entry on 11th should function as an activating use and establish a strong street presence. The Board supported the concepts presented at EDG that allowed the programming for the Hugo House to "spill out" onto the sidewalk. (CS2-B, PL1-B, DC1-A)
d. The space at street-level should be designed in response to the Hugo House programming, in which larger than average volumes of pedestrians may use the area as informal gathering spaces before or after events. The Board suggested more sidewalk space to accommodate and encourage activity areas in appropriate locations. (PL1-B, PL1-C, DC1-A)
e. The Board discussed at length the location of the parking access and the effects on the streetscape and internal programming. While the Board was receptive to the topographical constraints, they noted that 11th Ave is a designated pedestrian street, and were concerned about the effects to the streetscape and potential circulation conflicts with pedestrians. (CS1-C, PL4-A, DC1-B, DC1-C, DC1-I)

3. Architectural Composition & Character:

a. The overall architectural concept should establish the identity of the Hugo House and create a highly visible presence. (CS2-A, CS2-C, CS2-II, CS3-B, DC1-A, DC4-B, DC4-II)
b. The Board noted that the design of the entry will be crucial to defining the Hugo House identity and reinforcing the Hugo House programming as a focal point. The entry should relate to the overall architectural concept. (CS3-B, DC1-A, DC4-B, DC4-II
c. The proposed use of brick and other high-quality materials on all facades upholds the integrity of the overall architectural concept. (CS2-A, DC2-B)
d. The design should respond to the context of the Pike/Pine character building typologies, but not necessarily mimic that historical appearance. The Board appreciated the modernist reinterpretation of the auto row aesthetic without applying a false re-creation. The Board supported the notion of the design conveying a true expression of the structural components. (CS2-A, CS2-III, CS3-I, CS3-IV, DC2-B)
e. The Board expressed some concern over the blank wall facing the neighbors. While this design strategy takes the privacy of the adjacent units into account, the Board requested that the applicant consider options for relieving the blank wall condition, and suggested referencing the theme of the Hugo House for inspiration. (CS3-B, DC2-B, DC2-C)

FINAL RECOMMENDATION MEETING: December 16, 2015

DESIGN PROPOSAL

The Recommendation Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The booklet is also available to view in the Seattle DCI file, by contacting the Public Resource Center at Seattle DCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT SUMMARY

During public comment, the following comments, issues and concerns were raised:

- Concerned about all of the blank walls, particularly the blank wall facing the adjacency to the east, and felt that the design should incorporate the guidance of the Board to reference the theme of the Hugo House on the blank wall.
- Concerned about the parking on 11th Avenue, noting that it is a principal pedestrian street. Felt that the parking ramp on 11th would disrupt activities and events at Cal Anderson park.
- Concerned about shadow impacts on the adjacent building to the east. Would like to see set backs on all east-facing parts of the structure.
- Concerned about the structures on the roof adding to the shadow impacts.
- Felt that the proposal does not express the character of the Hugo House in a distinct manner.
- Concerned about the relationship to the Richmark building to the south in regard to height bulk and scale, as well as blank facades; noted that the timeframe for potential redevelopment is unknown at this time.
- Supported the project and proposed design. Felt that the design is modest, of a high-quality, and will be a welcome addition to the neighborhood context.
- Supported the location of the garage entry and ramp, noting that this would preserve the space most practical to locate the theatre, allow for open spaces, and provide wayfinding for the Hugo House.
- Supported the outdoor space at the curb bulb on 11th for a gathering location.
- Supported the design holding the corner to highlight the Hugo House and activate the street.
- Would like to see the proposal be taller to accommodate incorporating the Hugo House.
- Would like to see a more visible “front porch” to the Hugo House, noting that this was a defining feature of the existing structure and culture of the program. Felt that a space such as this could be a welcome break in the grid. Concerned that the design appears as a generic storefront.

PRIORITIES & BOARD RECOMMENDATIONS

FINAL RECOMMENDATIONS: DECEMBER 16, 2015

The Board was pleased that the design carried through the concepts presented at EDG. The Board supported the overall appearance and response to the Pike/Pine context, and appreciated the use of brick and other high quality materials. The Board offered further guidance on the following items:

1. **Hugo House Identity & Street-Level Design**. The Board expressed concern that the Hugo House entry does not establish a strong street presence. The Board recommended, as a condition, that the design be refined to emphasize the presence of the Hugo House at the street-level to enhance the sense of place, reinforce the entry as a focal point, and establish a connection with the pedestrian environment. (CS2-A, CS2-C, CS2-II, CS3-B, DC1-A, DC1-C, DC1-I, DC4-B, DC4-II)
    a. The design should incorporate more dramatic cues at street-level and the Hugo House entry. The Board supported the differing marquee above the entry, but felt the response not strong enough to reinforce the prominence of the Hugo House. The Board suggested an interruption in the established design language, such as a double bay or change in materials to emphasize the entry.
    b. The Board supported the clean aesthetic of the architectural composition, and noted that the response should be integrated into the design at the street-level and relate to the architectural concept.
    c. The Board recommended that the signage for the Hugo House be further refined to strengthen the identity of the Hugo House and reinforce the prominence of the entry.
    d. The Board noted that the materials and design of the garage entry provides an opportunity to enhance the sense of place. The Board suggested including visually interesting details such as illumination, patterning, or quality materials.

2. **Location of Parking Access & Pedestrian Experience.** The Board deliberated on the location of parking access, discussing both the impacts to the Hugo House programming and to the pedestrian realm on 11th Ave. (CS1-C, CS3-B, PL4-A, DC1-A, DC1-B, DC1-C, DC1-I)
    a. The Board expressed concern about the potential pedestrian-vehicular conflicts if the parking were to be located on 11th Ave, especially following events at the Hugo House.
    b. The Board noted that they would have stronger support for access on 11th Ave if the benefits to the Hugo House layout and programming were more evident. The Board requested a more rigorous study of the possible locations for parking access on Olive Way be provided to Seattle DCI. This should include priorities for the Hugo House program, layout of the ground floor, available square footage of space at the ground level, and if any of the proposed uses would be diminished in size.
    c. The Board supported the entry fitting within the established architectural language of the bays at street-level, and encouraged the applicant to further minimize the impact of the parking entry on the pedestrian streetscape. The Board supported changes in the sidewalk pattern or material and mirrors. No audible noises should be used.

3. **Blank Walls.** The Board agreed that the use of brick at the east and south facades adequately resolves the blank wall condition. The Board supported the clean and well-organized façade composition. (CS2-B, CS2-D, DC2-B)
    a. If gaining access to the abutting property for installation of the brick on the south façade is not possible, the Board supported the proposal for fiber cement panels as shown on P.23. The Board noted that the brick should turn the corner, and more glazing should be incorporated in the recess.

4. **Materials and Architectural Composition.** The Board agreed that the design utilized high quality and durable materials, and supported the proposed material palette. The Board noted that the use of wood at the inset balconies and street-level doors provided an interesting contrast to the brick. (CS2-A, DC2-B, DC2-C)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Pike/Pine Supplemental Guidance:

CS2-II Corner Lots

CS2-II-i. Corner/Gateways: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs. See map 1, page 2 for intersections.

CS2-III Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion

CS2-III-i. Response to Scale/Form Context: Design the structure to be compatible in scale and form with surrounding structures. One, two, and three-story structures make up the primary architectural fabric of the neighborhood. Due to the historic platting pattern, existing structures seldom exceed 50 to 120 feet in width or 100 to 120 feet in depth. Structures of this size and proportion have been ideal for the small, locally owned retail, entertainment, and restaurant spaces that have flourished in this neighborhood. The actual and perceived width of new structures should appear similar to these existing structures to maintain a sense of visual continuity.

a. Respect the rhythm established by traditional facade widths. Most structure widths are related to the lot width. Typically, structures are built on one lot with a width of 50 or 60 feet; or on two combined lots with a width of 100 or 120 feet. If a proposed development is on a lot that is larger than is typical, it may be necessary to modify the rhythm of the building to maintain the existing scale at the street. Even in older buildings that may be massive, the mass is typically broken up by a rhythm of bays, humanizing the scale of the structure.

b. Relate the height of structures to neighboring structures as viewed from the sidewalk. If a proposed structure is taller than surrounding structures, it may be necessary to modify the structure height or depth on upper floors to maintain the existing scale at the street, especially for larger developments.

c. Consider full or partial setbacks of upper stories to maintain street-level proportions. Given the greater width and height possible for new structures, a more compatible massing may be achieved if portions of the upper floors set back from the street, with other portions extending to the street lot line, creating setbacks at intervals that reflect the typical facade widths of existing structures.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

Pike/Pine Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion

CS3-I-i. Visual Continuity: Align architectural features with patterns established by the vernacular architecture of neighborhood structures to create visual continuity.

CS3-I-ii. Auto Row Aesthetic: Use building components that are similar in size and shape to those found in structures along the street from the auto row period.

CS3-I-iii. Opening Proportions: Keep the proportions of window and door openings similar to those of existing character structures on the block or in the neighborhood.
CS3-I-iv. Window Context: Use windows compatible in proportion, size, and orientation to those found in character structures in the surrounding area.

CS3-IV Architectural Context

CS3-IV-i. Scale and Modulation: New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged. Examples of preferred elements include:

a. Similar building articulation at the groundlevel;
b. Similar building scale, massing and proportions; and
c. Similar building details and fenestration patterns.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.
PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.
PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.
PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

Pike/Pine Supplemental Guidance:

PL2-I Personal Safety and Security

PL2-I-i. Lighting: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-AArrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-BVehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-CParking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Pike/Pine Supplemental Guidance:

DC1-I Location of Parking on Commercial Street Fronts

DC1-i. Garage Entries: Garage entryways facing the street should be compatible with the pedestrian entry to avoid a blank facade. Steel mesh is a preferred alternative to solid doors.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-BArchitectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-CSecondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the

façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-B Signage

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Pike/Pine Supplemental Guidance:

DC4-II Signs

DC4-II-i. Promote the Pedestrian Environment:

a. Signs should be oriented toward and promote the pedestrian environment.

b. Signs that are placed at the height and are of a scale to attract drivers, instead of pedestrians, are not consistent with the neighborhood's special character.

c. Window signs should not cover a large portion of the window so as not to be out of scale with the window, storefront or façade.

DC4-II-ii. Reflect the Special Neighborhood Character:

a. Signs should complement and not detract from the special character of the Pike/Pine neighborhood. Key elements of this character include: signs associated with a concentration of small, local businesses, particularly businesses related to the arts; activities oriented to the pedestrian, including uses that extend activity well into the evening; a cohesive collection of early twentieth century commercial buildings with distinctive architectural characteristics; and a predominance of unique and diverse signs, instead of standardized signs, that advertise the availability of goods and services.

b. Signs should relate physically and visually to their location and uniquely reflect the character and nature of the business they advertise.

c. Signs should not hide, damage, or obstruct the architectural elements of the building; and their design and placement should be well integrated with the design and style of the structure.
d. Signs should be designed as distinctive additions to the streetscape and should not appear mass-produced.
e. Backlit signs are generally inconsistent with the special character of the neighborhood, particularly when they are a standardized design that creates a generic look.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation the following departures were requested:

1. **Overhead Weather Protection (SMC 23.47A.008.C.4).** The Code requires weather protection to have a minimum width of 6 feet and for the lower edge to be a maximum of 12 feet above the sidewalk. The applicant proposes weather protection that is 3'-6" deep for 5 of the 6 marquees, and a maximum height of 13'-6."

The Board unanimously recommended approval of the departure. The applicant provided information noting that 3 of the marquees would be allowed to be undersized to accommodate the street trees. The Board agreed that allowing all of the marquees, except for the one over the Hugo House entry bay, would provide consistency and help to establish the prominence of the entry. The Board recommended that the increased maximum height allowed for the overhead weather protection to stay consistent as opposed to rising with the grade, and emphasized the height of the ground floor, where the Hugo House programming is located. (CS3-IV, DC2-I)

2. **Location of Parking Access. (SMC 23.47A.032.1.2):** The Code requires that if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street. The applicant proposes access to parking to be located at the south end of the structure on 11th Ave, a principal pedestrian street.

The Board discussed the proposed departure at length, weighing the disruption of the Hugo House programming with the parking access from Olive against the impacts to the pedestrian realm on 11th Ave. Board members expressed concern over the potential conflicts of vehicular and pedestrian traffic on the same street, especially after events at the Hugo House. In addition, there was concern about the impacts to the pedestrian experience, including the garage door. At EDG, the Board requested studies that demonstrated the effects to the Hugo House programming if the parking entry were to be located on Olive; some of the Board members were concerned that not enough information had been provided to adequately review the outcomes.

Half of the Board recommended that the concerns related to the pedestrian environment could be resolved with visual and sensory cues at the garage entry, and that the longer flat transition area at the top of the ramp provided better visibility. In addition, half of the Board recommended that the studies demonstrated the benefits to the design of the architectural composition at street-level and as well as the positive impacts to the interior arrangement of the Hugo House. The Board noted that locating the parking access on Olive requires a longer ramp which reduces the floor area and flexibility of the ground-floor programming.

The Board was split, 3-3 on the decision to recommend the departure. In response to the guidelines, the Board recommended a condition that a more rigorous study demonstrating how locating the parking entry on Olive would impact the Hugo House programming and streetscape be submitted to Seattle DCI for review. (CS1-C, CS3-B, PL4-A, DC1-A, DC1-B, DC1-C, DC1-I)

3. **Sight Triangle (SMC 23.54.030.G.2):** The Code requires that for two way driveways of 22 feet wide or more, a sight triangle on the side of the driveways used as an exit is to be provided, and to be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway sidewalk. The applicant proposes the reduction of the right sight triangle.

The Board unanimously recommended granting the departure for either location of parking access. Providing the required sight triangles would create an atypical opening at the street level, drawing attention to the garage entry and impacting the design of the streetscape. The Board supported the proposed mirrors and visual cues, including a change in paving. (PL4-A, DC1-B, DC1-C, DC1-I)

4. **Curbcut Width. (SMC 23.54.030.F.2.b)** The Code requires a minimum of 22 feet for two-way non-residential driveways. The applicant proposes a 20' wide driveway.

The Board unanimously recommended approval of the departure for either location of parking access. The Board noted that the reduced width would further reduce the impact of the parking on the pedestrian environment by preserving the established module. The Board also noted that reducing the width of the driveway may help to slow traffic and further minimize pedestrian conflicts. (DC1-C, DC2-B).

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated December 16, 2015, and the materials shown and verbally described by the applicant at the December 16, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the sixDesign Review Board members recommended APPROVAL of the project design with the following conditions.

1. **Refine the entry, street-level design, and signage to enhance the presence of the Hugo House and establish a sense of place.** (See pages 8-9)
2. **Submit additional information regarding the possible locations for parking access that demonstrates the impacts on the Hugo House programming and streetscape to Seattle DCI for review as it relates to the requested departure.** (See page 9)

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the Seattle DCI Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the following conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on December 16, 2015, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Six members of the East Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. The applicant has raised the height of the canopy at the entry to distinguish it from the continuous marquee, incorporated a wood soffit with a lighting treatment to increase the intensity of lighting at the entry, and increased the height of the doors to 10'-6".

   The street level design has been refined by adding several seating cubes along 11th Avenue, incorporating additional brick detailing above the concrete base, and including a custom sectional garage door with panel spacing that mirrors the adjacent storefront layout and includes a graduated level of perforations.

   The signage will be mounted on the raised entry canopy. Accent or graphics walls will be located behind both the Hugo House entry and the garage entry, which will be visible from the sidewalk.

   In addition, a distinct paving treatment will be incorporated near the entry. The exact location and size of the paving is not yet determined. The applicant has revised the

plan set to include a note on sheet A001, "Distinct paving treatment per approval of land use planner. Location and size to be determined."

These responses satisfy the recommended condition #1 for the MUP decision. This item shall be shown on the construction plans as conditioned below, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

2. The applicant submitted a memo ("Hugo House Design Recommendation Supplemental Information," Daniel Goddard, 1 February 2016) which provides additional information as requested demonstrating the impact to the Hugo House programming and streetscape experience for Seattle DCI to review. The supplemental information and plan set demonstrated the following:
   - Locating the parking access on 11th Ave allows for an internal arrangement that best meets the Hugo House's programmatic objective. In addition, this layout allows for a flexible informal gathering space and circulation corridor along the 11th Ave streetfront which increases access to natural light and creates a strong connection with the streetscape. (CS2.B, DC1.A)
   - Locating parking access on 11th Ave minimizes the required length of the internal ramp due to topography, which minimizes the impact on the ground floor layout and preferred programming for the Hugo House. (CS1.C, DC1.A)
   - Locating the ramp at the southern end of the site on 11th Ave allows the ramp to flatten for a longer distance, improving maneuverability and sightlines before vehicles cross the sidewalk. In addition, the plans show visual and sensory cues at the garage entry, including distinct paving and lighting. (DC1.B)
   - The impact of the siting the parking access on 11th Ave is minimized by providing a custom-designed garage door made of perforated metal that maintains the proportions and scale of the storefront system, and including an accent/graphic wall behind the garage door to create interest and enhance the sense of place. (CS2. A, CS3.B, DC1.C)
   - The parking access location shown in Alternate B at the northeast corner of the site would greatly impact the architectural composition at street-level, making the garage entry visually dominant. Shifting the parking access east, as shown in Alternate A, allows for the garage entry proportions to cause less disruption to the composition of the street-level façade, but locates the driveway nearest to pedestrian entries and the active uses (lobby and café) on either side. Locating the parking on 11th Ave maintains the architectural composition at the street-level while locating the entry farthest away from the pedestrian entries as to minimize conflict and reduce dominance on the pedestrian experience. (DC1.B, DC1.C, DC2.B, DC1.I)

   The Director finds that the proposed departure results in a design that best meets the intent of the Design Review guidelines and grants the departure to locate access on 11th Ave. The responses satisfy recommended condition #2.

The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the six members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design

Review Board's recommendation and will require a condition to satisfy the Board's recommended condition #1.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures with the conditions summarized at the end of this Decision.

II. ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 8/12/2015. The Seattle Department of Construction and Inspections (Seattle DCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

SHORT-TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following construction-related noise, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F.

Construction Parking & Traffic

Increased trip generation is expected during the proposed grading and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Construction Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Lowrise, Midrise, Highrise, Residential-Commercial and Neighborhood Commercial zones.

A Construction Management Plan will be required, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

A. LONG –TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no

further conditioning is warranted by SEPA policies. However greenhouse gas, historic resources, height bulk and scale, parking, and traffic warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

Height, Bulk & Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Historic Preservation

The existing structure on site is more than 50 years old. This structure was reviewed for potential to meet historic landmark status. On May 15, 2013, the City's Landmarks Preservation Board unanimously voted to deny the nomination of the Richard Hugo House (Landmarks Preservation Board letter, LBP 267/13). Per SMC 25.12.859A, if the Board fails to approve a nomination, no new proceedings may be commenced with respect to the nominated subject within five years. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Parking

The proposed development includes 80 residential units with 95 off-street vehicular parking spaces. The traffic and parking analysis[1] indicates a peak demand for approximately 60 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the peak parking demand for this development is anticipated to be for 95 vehicles. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Transportation
The Traffic Impact Analysis[2] indicated that the project is expected to generate a net total of 250 vehicle trips, with 27 net new PM peak hour trips and 25 net new AM peak hour trips.

The additional trips would have minimal impact on levels of service at nearby intersection and on the overall transportation system. Concurrency analysis was conducted for nearby identified areas. That analysis showed that the project is expected to be well within the adopted standards for the identified areas. The Seattle DCI Transportation Planner reviewed the information and determined that while these impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

DECISION - STATE ENVIRONMENTAL POLICY ACT (SEPA)

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

[1] "Transportation Impact Analysis," Heffron Transportation, Inc., 12 August 2015.
[2] "Transportation Impact Analysis," Heffron Transportation, Inc., 12 August 2015.

Prior to Issuance of Building Permit

1. Show the approximate size and location of proposed paving treatment near the entry with a note on the plans that the Land Use Planner shall approve the paving treatment prior to fabrication and installation.

2. Show the approximate size and location of proposed interior accent/graphic walls at the Hugo House entry and garage entry with a note on the plans that the Land Use Planner shall approve the accent/graphic walls prior to fabrication and installation.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Katy Haima, katy.haima@seattle.gov).

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Demolition, Excavation, Shoring, or Construction Permit

4. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Katy Haima, Land Use Planner
Seattle Department of Construction and Inspections

Date: May 2, 2016

KH:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.